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EAST GERMANYAIR/MILITARYKUMMERSDORF AIRFIELD AND ASSOCIATED BUILDINGS

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1. Attached at Appendix "A" is a sketch  showing the approximate layout of KUMMERSDORF airfield and associated buildings.

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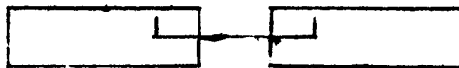
2. The runway stretches from  ending not far short of the BREITES LUCH, a low-lying and marshy patch of ground at  Looking W from the W end of the runway the ground slopes appreciably downwards to the BREITES LUCH.

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3. The runway is 60 m. broad, is made of concrete 22 cm. deep, and is a maximum of 3 km. in length. It is made of concrete squares measuring 4 x 4 metres. Each square contains a steel, lattice-type framework in which the "holes" or "spaces" in the frame measure 15 x 15 cm. The metal bars of the framework are approx. 16 mm. thick.


4. The concrete squares are linked together by a long U-shaped metal grill, thus:



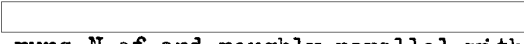


The U-shaped grilles are approx. 25 cm. broad, most of this breadth being contained in the cement squares at each side, and almost the length of the cement squares themselves, i.e. 4 m. The remaining gap between the cement squares, measuring only a few mm., is filled with bitumen.

5. A parallel runway or taxi-track, but only 15 m. broad, runs parallel with the main runway and some 250 m. to the N of it. Three connecting taxi-tracks, all 6 - 8 m. wide, run N from the main runway, cross the parallel taxi-track and continue N to meet the road which has been extended .

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6. The road which has been extended  is 6 m. wide and runs roughly W without being quite straight. The two more easterly of the three N-S taxi-tracks end when they join the new road extension. The most westerly of the three N-S taxi-tracks continues N beyond the new road extension. It is not known how far further N it runs.

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7. The railway line which formerly ended at SCHUMKE LAGER has been extended for some 3 kms.  For some distance the railway line runs N of and roughly parallel with the new road extension. At approx.  the railway line turns S to cross the road at approx. .

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8. The W end of the runway and the W end of the parallel taxi-track are

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9. Marked as No. 1 on the sketch, and near the end of the railway line, are large piles of cement, gravel and stones.

10. Marked as No. 8 on the sketch is the point where 8 large silos for holding cement have been constructed.

11. [] groups of Soviet troops were working and taking measurements in the areas between the N-S taxi-tracks.

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12. The area between the E end of the runway and the HEEGE SEE has been almost entirely cleared of trees and bushes. It is now flat and empty and no construction work has so far begun on it.

13. The area S of the runway has also been cleared of all undergrowth and trees for a distance of some 300 - 400 M. S of the runway.

14. Plans have been completed for the construction of [] at [] and at approx. []. The early stages will involve the removal of 5000 cubic metres of earth from each site. (Marked as Nos. 2 and 3 on the sketch.)

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15. The 4 x 3-storied family blocks at [] (marked as No. 4 on the sketch) are making good progress. Two have reached roof level but are not yet roofed. The remaining two blocks have reached a height of some 2-3 metres.

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16. Marked as No. 5 on the sketch is the location of the five new, single-storey barrack blocks which have been built. They are virtually complete and will be ready for occupation by January 1960.

17. A large cookhouse is being built at []. Stores, a hospital and other ancillary buildings are due for construction in this area. (marked No. 6 on the sketch).

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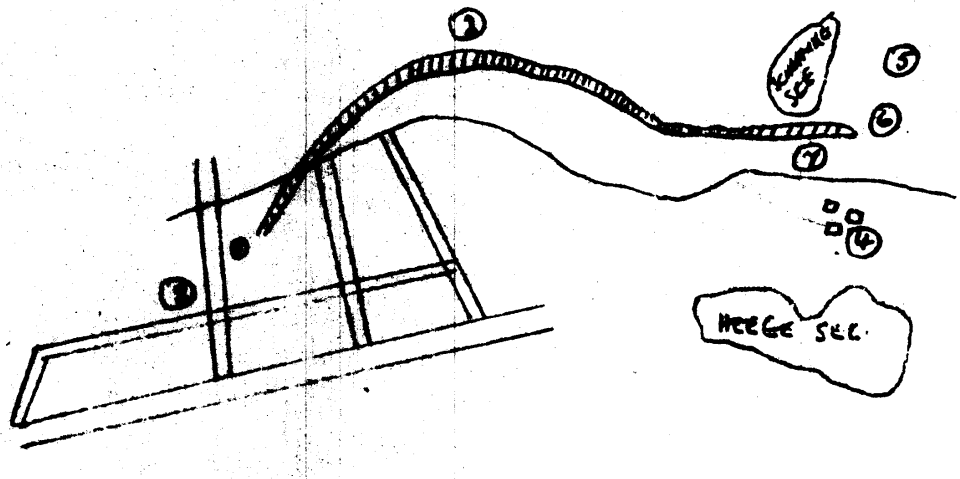
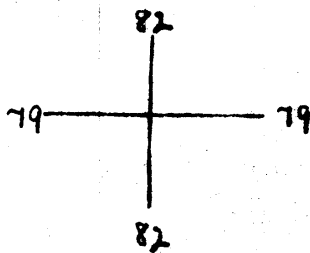
18. Marked as No. 7 on the sketch is the location of a new bathhouse being built at approx. []. It will contain at least 30 separate showers and a large washroom.

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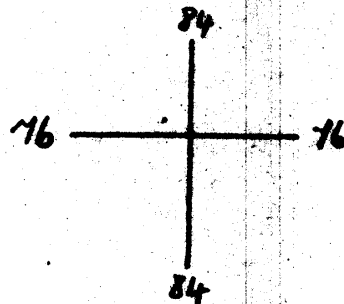
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KUMMERSDORF.



Appendix A



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